

Intimation.

Powell's

Alexandra Buildings.

ARE PRODUCERS OF

THE MOST UP-TO-DATE TIME AND LABOUR-SAVING DEVICES IN MODERN OFFICE FITTING FILING CABINETS

With nests of drawers

SUITABLE FOR Every Description of NUMERICAL and ALPHABETICAL FILING

DESKS, CHAIRS, TABLES, BOOKCASES, CUPBOARDS, &c.

PARTICULARS ON APPLICATION.

WM. POWELL, LTD. HONGKONG.

Born July 19th 1854

Public Companies.

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND OF Dollars 1.50 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Co's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary, the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for The West Point Building Co., Ltd.,
Hongkong, 12th July, 1910. (485)

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND OF \$3.50 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary,
Hongkong, 12th July, 1910. (484)

HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY SHAREHOLDERS MEETING of the Company will be held at the Office of the Company, Hotel Marlborough, on TUESDAY, the 9th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th July to 9th August, both days inclusive.

By Order of the Board of Directors,
JOHN ARNOLD,
Acting Secretary,
Hongkong, 12th July, 1910. (482)

Auction.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION, on FRIDAY, the 29th day of July, 1910, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Vaux Road Central (corner of Ice House Street), Victoria, Hongkong.

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY situate at Victoria aforesaid, viz: ALL THAT PIECE OR PARCEL OF GROUND situate at Victoria aforesaid registered in the Land Office as THE REMAINING PORTION OF INLAND LOT No. 388 Together with the messuages thereon known as Nos. 3, 5, 7, 9, 11, 13, 15 and 17, Cross Street, 27, 29, 31 and 33, Stone Wall Lane and 28, 30, 32 and 34, Tai Yuen Street. Area 11,599 square feet. Term 999 years from 16th March, 1855. Apportioned Crown rent \$15,500.

The property is more particularly delineated on a sale plan thereof which can be inspected at the Office of Messrs. Johnson, Stokes and Master, Solicitors for the Vendor.

For further particulars and conditions of sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Princes Buildings, Ice House Street,
Solicitors for the Vendor,
or to
Messrs. HUGHES & HOUGH,
the Auctioneers.
Hongkong, 19th July, 1910. (492)

Intimations.

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at Happy Valley, on SATURDAY, the 6th August, 1910.

REGINALD F. C. MASTER,
Hon. Sec. and Treasurer.
Hongkong, 20th July, 1910. (496)

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S PATENT GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DANIEL'S PATENT MOTOR
LAUNCHES.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
F & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AS
REASONABLE PRICES.
27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 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1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 2893, 2895, 2897, 2899, 2901, 2903, 2905, 2907, 2909, 2911, 2913, 2915, 2917, 2919, 2921, 2923, 2925, 2927, 2929, 2931, 2933, 2935, 2937, 2939, 2941, 2943, 2945, 2947, 2949, 2951, 2953, 2955, 2957, 2959, 2961, 2963, 2965, 2967, 2969, 2971, 2973, 2975, 2977, 2979, 2981, 2983, 2985, 2987, 2989, 2991, 2993, 2995, 2997, 2999, 3001, 3003, 3005, 3007, 3009, 3011, 3013, 3015, 3017, 3019, 3021, 3023, 3025, 3027, 3029, 3031, 3033, 3035, 3037, 3039, 3041, 3043, 3045, 3047, 3049, 3051, 3053, 3055, 3057, 3059, 3061, 3063, 3065, 3067, 3069, 3071, 3073, 3075, 3077, 3079, 3081, 3083, 3085, 3087, 3089, 3091, 3093, 3095, 3097, 3099, 3101, 3103, 3105, 3107, 3109, 3111, 3113, 3115, 3117, 3119, 3121, 3123, 3125, 3127, 3129, 3131, 3133, 3135, 3137, 3139, 3141, 3143, 3145, 3147, 3149, 3151, 3153, 3155, 3157, 3159, 3161, 3163, 3165, 3167, 3169, 3171, 3173, 3175, 3177, 3179, 3181, 3183, 3185, 3187, 3189, 3191, 3193, 3195, 3197, 3199, 3201, 3203, 3205, 3207, 3209, 3211, 3213, 3215, 3217, 3219, 3221, 3223, 3225, 3227, 3229, 3231, 3233, 3235, 3237, 3239, 3241, 3243, 3245, 3247, 3249, 3251, 3253, 3255, 3257, 3259, 3261, 3263, 3265, 3267, 3269, 3271, 3273, 3275, 3277, 3279, 3281, 3283, 3285, 3287, 3289, 3291, 3293, 3295, 3297, 3299, 3301, 3303, 3305, 3307, 3309, 3311, 3313, 3315, 3317, 3319, 3321, 3323, 3325, 3327, 3329, 3331, 3333, 3335, 3337, 3339, 3341, 3343, 3345, 3347, 3349, 3351, 3353, 3355, 3357, 3359, 3361, 3363, 3365, 3367, 3369, 3371, 3373, 3375, 3377, 3379, 3381, 3383, 3385, 3387, 3389, 3391, 3393, 3395, 3397, 3399, 3401, 3403, 3405, 3407, 3409, 3411, 3413, 3415, 3417, 3419, 3421, 3423, 3425, 3427, 3429, 3431, 3433, 3435, 3437, 3439, 3441, 3443, 3445, 3447, 3449, 3451, 3453, 3455, 3457, 3459, 3461, 3463, 3465, 3467, 3469, 3471, 3473, 3475, 3477, 3479, 3481, 3483, 3485, 3487, 3489, 3491, 3493, 3495, 3497, 3499, 3501, 3503, 3505, 3507, 3509, 3511, 3513, 3515, 3517, 3519, 3521, 3523, 3525, 3527, 3529, 3531, 3533, 3535, 3537, 3539, 3541, 3543, 3545, 3547, 3549, 3551, 3553, 3555, 3557, 3559, 3561, 3563, 3565, 3567, 3569, 3571, 3573, 3575, 3577, 3579, 3581, 3583, 3585, 3587, 3589, 3591, 3593, 3595, 3597, 3599, 3601, 3603, 3605, 3607, 3609, 3611, 3613, 3615, 3617, 3619, 3621, 3623, 3625, 3627, 3629, 3631, 3633, 3635, 3637, 3639, 3641, 3643, 3645, 3647, 3649, 3651, 3653, 3655, 3657, 3659, 3661, 3663, 3665, 3667, 3669, 3671, 3673, 3675, 3677, 3679, 3681, 3683, 3685, 3687, 3689, 3691, 3693, 3695, 3697, 3699, 3701, 3703, 3705, 3707, 3709, 3711, 3713, 3715, 3717, 3719, 3721, 3723, 3725, 3727, 3729, 3731, 3733, 3735, 3737, 37

SHELL TRANSPORT AND TRADING CO.

NEW PETROLEUM CONCESSION IN SARAWAK.

The annual general meeting of the members of the "Shell" Transport and Trading Co., Limited, was held on 20th ult. at Worcester House, London, E.C., under the presidency of Sir Marcus Samuel, Bart. (the Chairman of the company).

The Secretary (Mr. E. A. Smith-Rewie) having read the notice convening the meeting and the report of the auditors.

The Chairman, in the course of his remarks, stated: "Including the balance brought forward from 1908, there is a credit to the profit and loss account of £836,930. Deducting management and other expenses, the net balance is £798,568. After payment of the dividends distributed, there remains a balance of £518,568, from which your directors recommend that a further and final dividend for the year 1909 of 2s. 6d. per share be paid, making 72½ per cent for the year, leaving a sum of £205,868 to be carried forward to the current year. The dividend this year is payable on an additional £200,000 of capital. Furthermore, we have had to pay, on shareholders' account, income tax at the rate of 1s. 2d. in the £. I am not at all clear whether shareholders realize that if we did not pay this heavy impost for them we could distribute nearly another 1½ per cent dividend. I propose now to deal with other items in the balance-sheet, some of which may possibly need explanation, because we are inviting you to sanction the issue of another £1,000,000 of nominal capital. Attention was called in the report to the large amount of funds in hand; but, with the exception of about £40,000, we have, since the end of the year, disposed of the whole of the £500,000 which we raised in November last. The policy of the company has been to take over from our agents the business hitherto conducted by them. This course has been rendered necessary owing to the number of products, we now manufacture, in addition to kerosene and liquid fuel. The trade has become too large to be a mere appendage of a merchant's business. We are obliged to have establishments of our own; at the same time extending our facilities throughout the area where we are trading, in order to get as close as possible to actual consumers. In addition to the money, £440,000, contributed by the "Shell" Company, £600,000 has been added by the Royal Dutch Company and £300,000 by our associates in the Asiatic Petroleum Company, Limited, so you will gather what an enormous capital is required to carry on safely such a trade as we are conducting. It will be more prominently brought home to you when I state that the Bataafsche Petroleum Maatschappij and the Anglo-Saxon Petroleum Company, Limited, have written off, as depreciation from their profits in three years, the colossal sum of £1,750,000—all re-invested in the business. The premium of £300,000 received on the new shares issued has enabled us to increase our own reserves to the round sum of £1,000,000 sterling on reserve account and £120,000 on reserve fund, the whole of the former being employed in the business; whilst the reserve fund is kept in actual cash. Turning to the balance-sheet of the Bataafsche Petroleum Maatschappij, on the credit side there is an asset of about £100,000 for shares in the Geconsolideerde Hollandsche Petroleum Company, increased since the issue of the report to £500,000, this being one of the extensions referred to in connection with operations in Roumania. The investment in these fields—which have cost in actual cash £300,000—is to-day valued, according to the market price of the Geconsolideerde shares, at about £1,200,000. (Applause.) Further capital is required for their development.

RICH OIL STRIKES.

I come now to the positive part. I have told of the success which our experts have achieved in Roumania, and it is my equally pleasant task to inform you that the anticipations which I ventured upon when I last had the pleasure of addressing you have been realized in Kotei, and that in Samboja we have struck oil. I see no reason to alter the indication which I then gave, that the field promises to exceed in area and productivity the Sanga Sanga fields, the surveyed area being no less than four-and-a-half miles broad by five miles long. The Sanga Sanga fields are exceeding our anticipations. We have located strata below strata of oil there, and we cannot form the slightest estimate as to the large reserves they undoubtedly contain. We have struck oil in Java, and we have decided to erect a refinery there. We have also extended our Sumatra fields. Last, but not least, we have (as a result, again, of our expert's skill) succeeded in locating a field, which we believe to be an extensive one, in Borneo territory, under the Highnesses Rajah Brooke. (Hear, hear.) Whilst our existing fields we have asked you to provide out of your profits, not only for further exploration, but the innumerable expenses for connecting up to our various refineries and storages, we propose, with your consent, to take a different line with the field we have discovered in Sarawak. We hold the concession for petroleum over the whole of the Rajah's territory, upon terms which are quite fair, and it is our intention to energetically develop them. We do not think it right to ask you to do this out of your current profits derived from the going part of our business. It is partly in this connection that we are inviting you to authorize us to increase the capital. We estimate that to bring this field into productivity, including the erection of a refinery, the laying of a long pipeline and the thousand and one things required, will necessitate the provision of at least £500,000. If the experience which we had in Borneo should be repeated, it may well be that a much larger sum than this will be required. It is a large and bold undertaking, and it is not only a matter of capital, but of management. The Sarawak fields will be conducted by a British company in which the whole of the shares will be held by the Shell Company and

its associates. I mean that there will be no public issue in connection with that company. Should our expectations of the field be correct, a source of supply of liquid fuel in British territory will at last be definitely established. (Applause.) I congratulate you upon the result of the trading for 1909, since it is notorious that the prices for oil products were extremely low, owing to a variety of causes. The amount which we received for our products in 1909 was less by £330,000 than for the previous year, notwithstanding that our production of crude oil amounted to 1,245,000 tons, against 1,200,000 tons in 1908. By economy in working the territories, by largely increased expenses in the cost of the fuel for our steamers, and by their greater carrying capacity (owing to the revision of the loadline) we have been able to almost make good this shortage. (Applause.) Our wax refinery in Kotei was not completed last year, and did not, therefore, contribute to our profits. It is now at work, and is turning out between 400 and 500 tons of wax a month. When it is in full working order (which our managers estimate will be by September) this production will be more than doubled, and in addition to our existing production in Sumatra of about 500 tons monthly. The wax is of fine quality, and has a high melting point, so that a ready market is assured for it. In order to make the best of it we have erected a candle plant in Sumatra, capable of turning out 300 tons of candles per month. We are also erecting in Borneo a factory which will be capable of producing 500 tons of candles per month. Our extensions in Borneo are of an important nature. They comprise the erection of a very large sulphuric acid plant. They include the preparation of a plant for making Borneo oil equal to the very finest American illuminating oil, which the skill of our chemical staff has rendered possible. (Hear, hear.) It is difficult to overstate the importance of this discovery to us. It will enable us to enter markets which have hitherto been closed to us, and where the highest prices are obtainable. We look, therefore, not only to an increased output from this source, but to improved profits. Our lubricating oil plant is now ready, and this important branch will be developed. Every oil field has its own speciality, and crude oil differs immensely. We have crude oil of exceptional value. That from Sumatra contains a large proportion of motor spirit. Those from Borneo are rich in wax; they also yield a spirit which is extremely valuable for many purposes, but which, being trade secrets, I do not propose to disclose. One of the results of last year's competition has been that we have made terms with our erstwhile opponents, the Shanghai-Langkai Company. We have given to the shareholders in that company much better conditions than they could have obtained elsewhere, and which will probably give them better results than had they remained independent. We are able to look up their fields with our own refineries, situated in deep water, and only seven miles distant. By handling their production with our own, we anticipate that we shall recoup our expenditure. We shall be called upon in due course to contribute our 40 per cent of the purchase money, the remaining 60 per cent being supplied by the Royal Dutch Company. I cannot give what the exact figure will be, as the preparation of the schedule is not yet completed.

THE QUESTION OF OVER-PRODUCTION.

There is at the present moment unquestionably a great over-production of kerosene. If every company is determined to make its maximum production we are going to see exceedingly low prices. It will be a case of the survival of the fittest. As we have written off out of past profits every extension which we have made, as our wells are large and prolific, and the qualities of the oil such as I have described, the prospect does not appear all so bright. It might give pause to companies which have hitherto fared well because of understandings with us. It is gratifying to know that in all the great fights accomplished Shell spirit has been chosen by every aviator in the United Kingdom. (Applause.) Our territory at Sarawak, after giving us great trouble, has settled down into a steady product of most excellent liquid fuel, and is yielding at the rate of about 600 tons per day. The output of liquid fuel in the East is expanding satisfactorily now that we are able to give assurance of an unfailing supply. There is a development (which is destined, I think, to be immediate) of perhaps greater significance and importance than any of the many astonishing movements in later days. I allude to the coming of the internal combustion engine, on heavy oil, for ships. We are building a vessel of 1,000 tons capacity, to be propelled by a Diesel type of motor of 400 h.p. The engines are being built in Holland. I understand another Dutch company is contemplating building even larger ships than this, and that an internal combustion engine of 10,000 h.p. is under construction in Antwerp. We must take it that the question of this engine for ships has reached the stage where its universal adoption is a matter of a short time. The benefits of it are enormous. There is a saving in fuel of no less than 75 per cent. The reports received from the Anglo-Saxon Petroleum Company, Limited, and the Bataafsche Petroleum Maatschappij justify the payment on account of this year of an interim dividend of 1s. per share—viz., at the rate of 10 per cent, per annum—and this, with the final dividend for 1909, will be made on July 5. I hope that the explanations which I have given you as to the need of further capital will make it unnecessary for me to do more than propose, after this meeting, the formal resolution sanctioning the increase which the directors suggest. The constant and growing need for money will be apparent to you, not to mention that at any time properties may be submitted to us which we think it in the interest of the company to acquire, and to have the means of paying for immediately available. Our relations with our Dutch colleagues and associates remain on the most satisfactory footing. During the year Mr. London has personally visited the concessions and inspected all the properties in the Rajah's

big to move the adoption of the report and accounts, as submitted.

Lord Alwyne Compton said that, speaking for the shareholders, he congratulated the board on the very able way in which the affairs of the company had been administered.

Replying to questions, the Chairman said nothing whatever had been paid for the Sarawak concession. The Rajah had thought—and no doubt rightly—that it was better to give the concessions to a company like this, who would develop them satisfactorily and spend upon them any amount that might be required, rather than give them to the ordinary company promoter. As to the reserve fund, it was the intention of the directors, subject to the consent of the shareholders, and subject to the result of this year's trading, to make that fund up to an amount somewhat larger than it stood at present, and add it to the capital of the company in order that their nominal capital might approximate somewhat closer to the business than it did at present. Consideration was being given to certain Egyptian proposals, and if the board were quite satisfied in the matter they might add this to the territories they controlled. He might add that if the various places which were now before the board were matured this company would have control of something like 3,000,000 tons of crude oil a year before it was a year older. (Hear, hear.)

LAICHKOK QUARANTINE STATION.

PROVISION CONSIDERED UNNECESSARY.

At the meeting of the Public Works Committee on 14th inst., the Chairman laid before the committee a plan of a hospital and contingent buildings which it was proposed to erect at the above station. The hospital accommodation consisted of 20 beds for men and 10 for women, in addition to which there were quarters for the necessary nursing staff, a kitchen, a latrine and a mortuary. The site on which these buildings were to be erected was a flat area of land just inside the entrance to the station.

The estimated cost of the buildings was \$10,000, in addition to which it was proposed to spend a sum of \$1,000 in doing up the path. The amount which could be expended during the current year would be about \$5,000.

After full discussion, the committee was of opinion that, in view of the extensive provision of hospital accommodation at Yumati and Kennedy Town and having regard to the rarity of the occasions on which a quarantine station has been required in the past, the provision of a hospital at the station is unnecessary.

They considered that, if the necessity for such provision should arise, some temporary accommodation could at any time be provided. The committee then adjourned.

The grand cordons of three Portuguese Orders have been conferred by King Manuel on King George V. The three Orders are the highest distinctions in Portugal, where the King alone wears them.

SOME Chinese sailors on board a British ship at Philadelphia being refused shore leave, on 16th ult., mutinied, but were overpowered after a hand-to-hand fight with the English crew. On 17th, as the ship was sailing, seven of the Chinese jumped overboard and four were drowned.

A MARRIAGE has been arranged, and will take place at Tientsin, North China, in September, between Charles Cobb, 29th Penjab, third son of H. M. Cobb, Esq., Cockermaster, Rochester, and Dorothy Edmond Hillier, younger daughter of H. M. Hillier, Esq., Commissioner of Customs, Tientsin.

THE ordinary man in the street, when considering the question of rubber constantly brings up the question that there are large hidden supplies of the commodity. There is a mysterious 2,000,000 lbs. of rubber up somebody's sleeve, but exactly where that sleeve is does not seem to be forthcoming. At any rate, the statistics do not bear out any such suggestion. The figures we give from time to time have no such trace; indeed the statistics are one of the strong points of the position that becomes apparent on an investigation. All we would indicate from a study of the figures is that it does not seem safe to assume a bear position. The total visible supply would appear to be less than two months' consumption, and we scarcely expect manufacturers to pay up to 11s. per lb. for 1911 delivery, and 9s. and 8s. respectively for the two following years if they thought they could get the raw material at a lower figure.

Events Coming.

Saturday, 23rd July.
Aquatic Fête, V. R. C. 4 p.m.
Kowloon Cricket Club Promenade Concert, 9 p.m.

Friday, 24th July.
Auction sale, valuable leasehold property, Hughes and Hong, 3 p.m.

Wednesday, 26th August.
Meeting, Licensing Board, 2.15 p.m.

Saturday, 29th August.
Gymkhana Race Course.

Tuesday, 31st August.
Hongkong, Canton and Macao Steamboat Co.'s half-yearly meeting, noon.

THE "TRIESTE" RESCUE.

PERILOUS FLIGHT OF AUSTRIAN LINER.

BRITISH COLLIER'S FEAT.

Further details of the salvage of the steamer Trieste by the collier Louther Grange show what a narrow escape both vessels had from disaster in the heavy gale raging in the Indian Ocean. It seems that the collier was hard at work for six days before she succeeded in getting the tow rope aboard. The log of the chief officer of the Trieste gives a graphic account of the voyage from Aden to the time the tow rope broke outside Bombay Lightship. It contains many details hitherto unreported.

Under date June 16, it states: At 7.45 p.m., the fall shaft broke. We therefore began to trim the steamer with the sails as best we could, using the canvas awnings, etc., for the purpose. There were 27 saloon passengers and 66 deck passengers and a crew of 66 making 163 lives altogether. Seeing that the position was serious and with a view to reach the shore at the earliest possible moment, we took the precaution to limit the supply of water and everybody on board was put on limited rations. Sails were used to prevent the steamer drifting to the Arabian coast by the currents which were very strong, in a north-easterly direction. Distress signals were shown both night and day. Rockets and all other salvage appliances were kept ready as well as signalling guns and a strict look out was continually maintained overhead for a passing steamer. The passengers remained calm and collected.

Then follow long accounts of the heavy seas, the labouring vessel, of the bags of oil thrown over to smooth the waves and of the progress, at three knots an hour.

PREPARING FOR EVENTUALITIES.

June 18: The lifeboats got ready. We rolled heavily and the sea washed overboard all the time, washing over the greater part of the deck. It was now decided to shape a course for Karachi in order to have 750 miles and to make a course where the monsoon is less severe, which became necessary on account of our limited sailing power. Every day a fair ration of water was given out for passengers and crew, but for washing purposes distilled sea water is used. The passengers remain cheerful and calm. The crew is busily engaged in preparing towing ropes, and appliances in case of a vessel being met. We kept fairly well to our course, East on point South. There was great difficulty in remaining on the Karachi route, and it was decided to bring her again on the Aden-Bombay course, in the hope of meeting some steamer. Up to now there has been no possibility of making the propeller revolve, the break in the shaft having occurred between the stuffing box and the propeller.

June 20: Hopes entertained of sighting the mail steamer from Aden to Bombay not realized. On this day the sea very rough. The deck passengers find that they are most comfortable between decks. Waves have been washing over us owing to the very heavy rolling. The cargo had started shilling and has been perfectly restored by the crew. Stern sails have had to be furled owing to the strong wind having started drifting the steamer out of her course. It is being noted with great satisfaction that there is slow steady progress towards Bombay. The passengers are quite patient and resigned.

June 23: Eighty-eight miles found to be covered in 24 hours. It was noticed that the propeller kept on her erratic movements. The crew has been busy mending the sails which were torn by heavy winds, 8.30 p.m., a light sighted astern. At once distress signals were made by the Morse code. The steamer was advised of our position. The reply was: Wait till morning to take on towing.

Then follow accounts of the trials to pass the cable from ship to ship till on the 25th the log states: The weather continued exceptionally rough and in the afternoon there was a gale blowing with heavy downpour of rain, a heavy sea, the bumping of the propeller is distinctly felt, transmitting heavy blows to the steamer. The heavy wind has robbed us of our few sound signals. The signals were to the Louther Grange to stand by as before.

LIFE SACRIFICED.

On June 26 the log continues: After three attempts we succeeded in catching the line. The Louther Grange crossed our bows and went astern to enable us to make their hawser fast. The manoeuvre proved to be a very difficult one, owing to the high seas which caused a difference of level of about fifty feet. All were put on to the operation and at last we were glad to see the steel hawser grip. Great anxiety had been felt all three days of a mile line has been taken aboard. At 1.15 p.m. a rope was attached to our anchor chain and towing commenced, but tension was great that the steel wire snapped at 1.30 p.m. Work was re-started, the Louther Grange manoeuvring as before. A barrel with a line attached was safely picked up. On board the Louther Grange, after it had passed over, it was noticed that a man had been washed overboard, bleeding profusely. He had clearly been dashed against something and passed close by us. Several lifeboats were thrown to him, but it was evident that life was extinct. It was a very painful affecting incident, and all present were deeply moved. The Louther Grange abandoned the line and immediately went to the place where the body fell, but no trace of it could be found. A few minutes afterwards the Louther Grange lowered her flag at half mast as a sign of mourning for the man who sacrificed his life on our behalf. We did exactly the same to show our appreciation of the heroism. (20 was subscribed on board the Trieste for the relatives of the man.) Time after time, on succeeding days, attempts to pass the tow line failed, till on the 26th the wire hawser was got on board. The Louther Grange fixed this and after having let off 150 fathoms floated going ahead causing general satisfaction. The Louther Grange continued to tow throughout the day.

June 30: Dirty monsoon weather continued, but the Louther Grange continued to tow on with the afternoon, when we were within 30 miles of Bombay and the line broke.

To-day's Advertisement.

NOTICE TO CONSIGNEES.

THE F. & O. S. N. CO.'S STEAMER

"ASSAYE" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex ss. *Marmora*.
From Calcutta, ex ss. *Nyasa*.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 27th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 31st July, 1910.

COMMERCIAL.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.—

Allagani	6/9
Anglo-Javas	Th. 15
Anglo-Malays	27/9
Balgowales	18
Batu Tigas	185/-
Bertams	—
Bukit Kajang (pp.)	63/-
Bukit Rajahs	—
Carey Uniteds	25/- prem.
Castlefields	27/6
Changkat Serrangs	14
Cheras	30/0
Damansaras	177/6
Eastern Internationals	30/- prem.
Fed. Selangor	—
Glencelys	35/75
Glenshields	—
Goldondar	130/-
Golden Hopes	—
Highlands and Lowlands	137/6
Indragiris	335
Joch Kenneths	—
Jejuics	—
Jonglandors	—
Kamunings	31/- prem.
Kuala Lumpurs	20/6
Lauadrons (fully paid)	—
Lauadrons (ppd.)	—
Labus	—
Ledbury	67/6
Liggis	61/-
London Asiatics	45/6
London Ventures	71/8
Merlimaus	—
Pajamas	51/7
Pegohs	318
Rubber Trusts	40/- prem.
Saggas	330/-
Sandycrofts	335
Sapongs	—
Seafields	—
Sakongas	35/- prem.
Shelfords	78/6
Singapore & Johore	310
Sumatra Paria	115/-
Sungel Chohas	115/-
Sungel Kapars	115/-
Tandjong	51/- prem.
Tangkahs	25/- prem.
Toemangle	2/- prem.
Ulu Rapiu	—
United Serrangs	138 6
United Singapore	—
United Sumatras	12/6
United Langkats	—
Para Rubber	9/10 per lb

Intimations.

KIDNEYS. AUSTRALIAN SHEEP'S KIDNEYS

at 60 cents per dos.

THE DAIRY FARM CO., LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS." These Celebrated waters are used in the manufacture of our beers.

Purity guaranteed.

Note Price List—

"ASAHI" & "SAPPORO"

Beer,

per case 4 doz. qts.

\$12.00

per case 8 doz. pils.

\$13.50

(To be obtained at all Retailers.)

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER" approved by the French Faculty of Medicine.

Large Bottles\$0.30

Dozen 3.25

Cases 50 Bottles.....11.50

" 60 "13.20

SOLE AGENTS:

"FRENCH STORE"

Hongkong, 18th July, 1910.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,050,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Mercantile.

Loans made on the Provident System.

(Rates and Particulars on Application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.

Undertaken and Executed

SHENWAN, TOMES & CO.,

General Managers.

Hongkong, 10th March, 1908.

NOTICE.

MR. LI HON FAN, a Chinese graduate

versed in literature, has been a teacher

to European officials and merchants in this

Colony for over ten years.

He has a good method of training. Ex-

amines to pass in the Chinese examination, and

is possessed of a first rate certificate as a

Chinese teacher. He has also a good know-

ledge of Mandarin.

Those who intend learning the Chinese

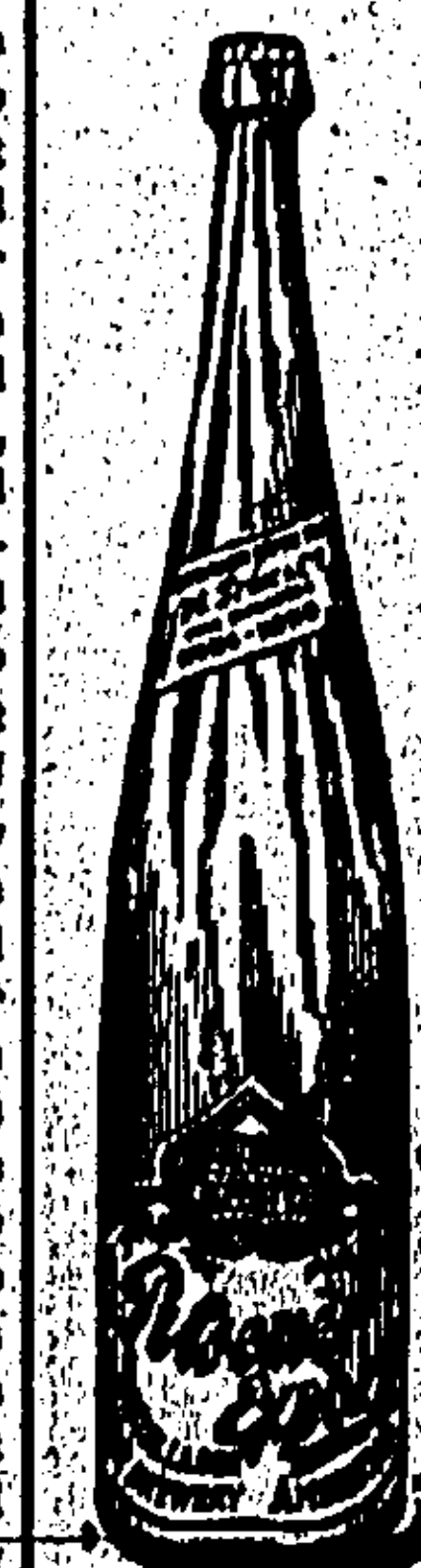
language are requested to write care of

Hongkong Telegraph office or direct to 37

Hollywood Road, 2nd floor.

Hongkong, 1st January, 1910.

AMSTEL PASTEURISED BEER.



A fine light wholesome beer admirably adapted for local conditions.

Amstel Beer is specially pasteurised for use in Tropical Countries, and has been proved to give greater satisfaction than any other Pilsener Beer on the Market.

Supplied to the Royal House of Holland since 1806.

Awarded Grand Diploma and First Prize at Milan 1908.

SOLE IMPORTERS—

H. PRICE & COMPANY, LTD.

12, Queen's Road Central, Hongkong.

Telephone No. 155.

Wholesale and Retail.

HONGKONG.

HONGKONG.		MARITIME, DE. O.	
Adams, P. R.	Armitage, Capt. F. C.	Backhouse, J. H.	Buckland, P. J.
Burner, Mr. W. C.	Carrington, W. G.	Chambers, Mrs. M.	Cheshire, F. D.
Clark, M. O.	Colston, G.	Dadd, W. R.	Devilbiss, T. M.
Donrich, A. E.	Ehrenfels, Mr. & Mrs.	H. G.	Engel, Mr. and Mrs.
Fisher, H. G.	Gaudet, A.	Goulbourne, V.	Hall, Capt. T. F.
Held, A. H.	Herriot, Hon. Mr. and Mrs. E. A.	Hongh, Dr. S.	Jackson, W.
Lloyd, Mr. G. T.	Macdonald, D.	Massy, Miss K. A.	
Marriot, De. O.	Megie, Mr. and Mrs.	Minor, Mrs. J. G.	Morse, H. J.
Rashum, Charles	Ray, E. H.	Rodger, R. K.	Schuler, H.
Schwartz, Miss R.	Solomon, H. H.	Spalding, D. and Mrs. A. D. and nurse.	Spittles, J.
Spring, H. E.	Spungli, Mr. & Mrs.	Square, Miss A.	Stratton, Mrs. W. M.
Thompson, Mr. and Mrs. M. L.	Trenschold, W. W.	Walker, A. V.	Wellman, E.
Whitmarsh, A.	Will, G. P.	Wolf, G.	Wood, G. G.
Wright, James			

DOCK RETURN TO.	
HONGKONG AND WHARF DOCKS.	
Glacia	at Kowloon Dock.
Hongkoo	" " "
Meisapl	" " "
Inverkip	" " "
Thordis	" " "

TAIKOO DOCKS.	
Shaal	at Quarry Bay Docks.
Hephastus	" " "
Unelos	" " "
Nippon Maru	" " "

HONGKONG TIDE TABLE.

From July 21st to 27th, 1910.

HIGH WATER.				LOW WATER.			
Day of Month.	Approx. Mean Time.	Height.		Day of Month.	Approx. Mean Time.	Height.	
There ..	" 12. 28	8. 14	7. 14	There ..	" 12. 28	8. 14	7. 14
Fri. ..	" 12. 28	8. 14	7. 14	Fri. ..	" 12. 28	8. 14	7. 14
Sat. ..	" 12. 28	8. 14	7. 14	Sat. ..	" 12. 28	8. 14	7. 14
Sun. ..	" 12. 28	8. 14	7. 14	Sun. ..	" 12. 28	8. 14	7. 14
Mon. ..	" 12. 28	8. 14	7. 14	Mon. ..	" 12. 28	8. 14	7. 14
Tues. ..	" 12. 28	8. 14	7. 14	Tues. ..	" 12. 28	8. 14	7. 14
Wed. ..	" 12. 28	8. 14	7. 14	Wed. ..	" 12. 28	8. 14	7. 14

a 12 noon morning.
 b 12 noon afternoon.

WATER STATION.

CAPTAIN.	LAST REPORTED AT
A. Lowndes	Wei-hai-wai
Kiddle	Shanghai
Karbert	Wei-hai-wai
G. Washington	Shanghai
Wander E. H. Donovan	Hongkong
H. L. F. Heard	Shanghai
Est...	Hongkong
C. T. Borrett	Shanghai
Wander G. B. Hartford	Hongkong
N. Nicholas	Hongkong
Wander B. J. Goy, V.O.	Wei-hai-wai
Wander H. S. Monroe	Wei-hai-wai
Wander G. G. Heathcote	Wei-hai-wai
Wander J. J. S. Lyons	Wei-hai-wai
Wander T. J. S. Lyons	Yantai
L. Larmour	Boracoe
G. Gayley	Wei-hai-wai
L. Power, M.V.O.	Wei-hai-wai
Wander G. P. Leith	Wien River
Wander G. H. Woodward	Yantai
H. Stevenson	Wei-hai-wai
Wander J. White	Hongkong
Wander E. J. Southey	Wei-hai-wai
Wander J. M. Barker	Yantai
Barlow	Hongkong
H. Lyons	Hongkong
Wander H. R. Godfrey	Yantai
Wander T. H. Atley	Yantai
Wander C. Lloyd-Thomson	Wei-hai-wai
Wander R. L. Hancock	Singapore
Wander G. B. Hartford	Hongkong
Wander B. R. Brooks	Yantai
J. M. H. Wilding	Yantai
Wander G. F. A. Mulock	Yantai

Chief.

On the 21st at 12:05 p. The barometer falls considerably in E. Japan, and rises there, particularly over the China coast.

• The depression, which passed near Vostok last evening, is now over the N.W. of the Sea of Japan.

A high pressure area lies over the 1. between the Loochoos and the Bonins pressure is considerable excess of the sea over S. China and Loozon.

The returns from Indo-China are lacking. Light or moderate S.E. and E. winds are expected in the Formosa Channel and the S. coast of China.

Hongkong Rainfall for the 24 hours is 1.0 to 2.0, to-day, 0.05 inches.

FORECAST.

1.—Heungtung and Neighborhood and E. winds, light, or moderate; fair.

2.—Formosa Channel, Same as No. 1.

3.—Sea between Japan between Formosa and Loochoos, Same as No. 1.

4.—South coast of China between Korea and Hainan, Same as No. 1.

100-443887-100

SHARE QUOTATIONS

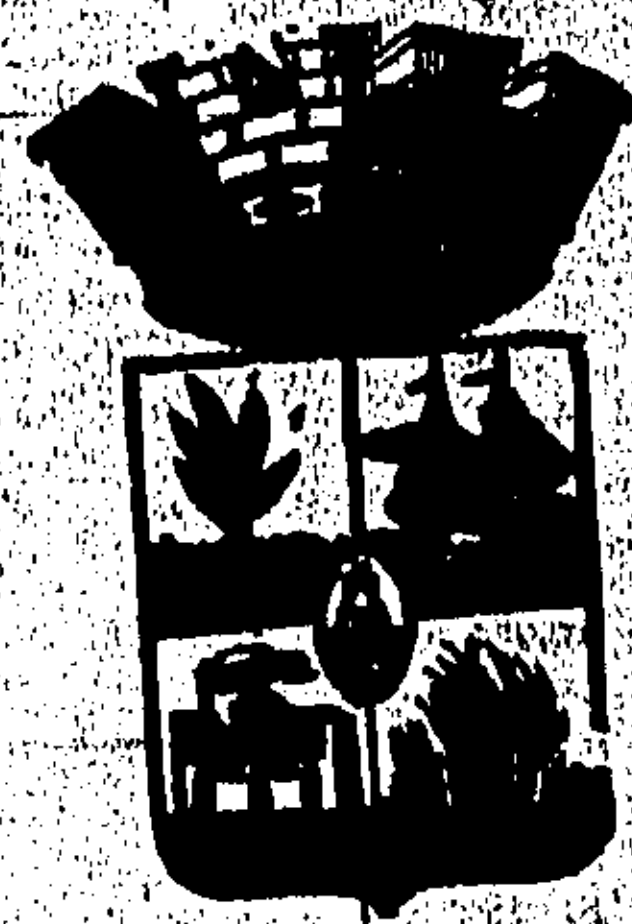
Supplied by Messrs. H. S. KAPOOR & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS

ESTABLISHED IN 1882.

CAPITAL ₱3,000,000



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vегueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfumados Especiales, Exquisitos, Reina Victoria, High Life, Londres Fines, Conchas Fines, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

SIEMSEN & CO., Sole Agents.

49

TRY

WEISMANN'S
PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 20th July, 1910.

149

NEW SHOP!
JUST OPENED!!DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS OFRARE JEWELS,
&c., &c., &c.MOHIDEEN &
CO.

Dealers in
CEYLON PRECIOUS
STONES, &c.,
38 & 40, QUEEN'S ROAD
CENTRAL.

CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND

SILK EMBROIDERIES.

Inspection Solicited.

BUSINESS COMMERCIALS

WEDNESDAY, 15th July.

No. 77, Queen's Road Central.

Hongkong, 17th July, 1910.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOBACCO, &c., &c.

FOR SALE

AT DUNN'S

HONGKONG

HONGKONG

HONGKONG

HONGKONG

HONGKONG

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